

INTIMATIONS
NOW READYTHE CHINCHONIC AND DIRECTORY
FOR CHINA, JAPAN, STRAITS, &c., &c.
1896.With which is incorporated
THE CHINA DIRECTORY.THIRTY-FOURTH ANNUAL ISSUE,
and will be found, as usual, to show an accurate
of preceding years both in fulness and accuracy
of information.The DIRECTORY covers the whole of the
ports and cities of the Far East, from Pemang to
Vindictive, in which Europe reads.

A. S. WATSON & CO., LIMITED.

CHEMISTS BY APPOINTMENT.
ESTABLISHED A.D. 1811.MANUFACTURERS OF AERATED
WATERS.OUR AERATED WATER FACTORY is fitted
with the best English Machinery, embodying
the latest improvements in the trade.The Purest Ingredients only are used, and
the utmost Care and Cleanliness exercised in
the Manufacture throughout.The Water used is proved by repeated
Analyses to be Absolutely Pure.Fox COAST POETS. Waters are packed and
placed on board ship at Hongkong prices, and
the full amount allowed for Packages and
Expenses when received in good order.Counterfool Order Books supplied on applica-
tion.Our Registered Telegraphic Address is
"DISPENSARY, HONGKONG." And all signed messages addressed that will
receive prompt attention.The following is a List of Waters always
kept ready in Stock:—

PURE AERATED WATER.

SODA WATER.

LEMONADE.

POTASH WATER.

SELTZER WATER.

LITHIA WATER.

SARSAPARILLA WATER.

TONIC WATER.

GINGER ALE.

GINGERADE.

No Credit given for Bottles that look dirty
or grubby, or that appear to have been used for
any other purpose than that of containing
Aerated Waters, as such Bottles are never used
again by us.

A. S. WATSON & CO., LIMITED.

THE HONGKONG DISPENSARY.

Hongkong, 26th May, 1896. [22]

NOTICE TO CORRESPONDENTS.

Only communications relating to the news columns
should be addressed to The Editor.Correspondent must forward their name and address
with communications addressed to the Editor, not
for publication, but as evidence of good faith.All letters for publication should be written on one
side of the paper only.No anonymously signed communications that have
already appeared in other papers will be inserted.Orders for extra copy of DAILY PRESS should be
sent before 11 a.m. on day of publication. After that
hour the copy is limited. Only supplied for Cash.Telegraphic Address: Dispensary, C. C. Code.
P. O. Box. 12. Telephone No. 12.The Daily Press.
HONGKONG, JUNE 22ND, 1896.THE promptitude with which Mr. LONG-
FORD prepared his elaborate and useful
report on the trade of Japan during 1895
has justly been made the subject of com-
mendation, but exception has been taken to
the time occupied in printing it after its
receipt in London. However, slow as the
printing may have been, the fact remains
that an annual report of exceptional length
and requiring an exceptional amount of
labour and skill in its preparation has been
sent from Japan to London and has been
received back in print early in June. Com-
pare this with the dilatoriness shown
in the publication of the Hongkong De-
partmental reports. These have not to
make the journey to London and back
before they see the light of day, yet here
we are almost at the end of June and
with one or two exceptions these reports
are still unpublished. The Consular reports
are now issued much more expeditiously
than a few years ago, the Government
having recognised the reasonableness of the
contention that the earlier they are pub-
lished the more advantageous will they be
to those whose interests may be in any way
affected. The example of the home Gov-
ernment with regard to Consular reports
might well be followed by the Colonial Gov-
ernment with regard to Departmental re-
ports. If these documents are worth pub-
lishing at all they are surely worth
publishing within measurable distance
of the period to which they refer. The
exceptional delay this year is, we opine,
due to the fact that a long interval has
elapsed without any meeting of the Legis-
lative Council having been held, it being
usual to lay the documents on the Council-
table before printing them in the Gazette.
That, however, is an antiquated practice
which might well be departed from, and
we are sure the unofficial members of Coun-
cil would raise no objections, the taking
being a mere matter of form devoid of any
practical utility.A CONTRITOR to the China Mail writes:—
"Speaking of the delay in the completion
of the Praya Reclamation, it must not be
forgotten that the Government stopped
"the work for some time," at the request of
several large lot-holders, on the ground
that the expense was proving to be too
great a strain on the finances of the resi-
dents." This is, we believe, altogether
fallacious. In May, 1893, a petition for the
postponement of the Reclamation, which ofcourse could only refer to those sections on
which work had not then been commenced,
was presented to the Government, but the
lot-holders concerned were not unanimous, and
the reply to the petition was a direct and
unconditional refusal. It is not to be
supposed, therefore, that the "request of
several large lot-holders" can have had any
influence whatever in delaying the work, as
it would have been highly improper for the
Government, after giving a public refusal to a
public petition to have quietly acceded to
the same prayer when privately preferred.
The petitioners never had any idea of advok-
ating dawdling over work that had actually
been taken in hand, a course that no one
could find a word to say in favour of, as its
results are altogether evil. The lot-holders
therefore cannot be in any way blamed for
the existing condition of affairs.The delivery of the French mail was begun
at 9.27 a.m. on Saturday.Dr. Yerian arrived from Saigon by the M.M.
steamer Ernest Simon on Saturday.The C. P. steamer Empress of China left
for Vancouver on the 13th inst.The silk ex C. P. steamer Empress of Japan
was delivered in New York on the 19th inst.The light on Norway Island (apprehended to
be) to exhibit from the 1st July.There were four cases of plague on Saturday.
One was from the city and three from Kowloon.Li Hung-chang accepted an invitation to
dine at the British Embassy, in St. Petersburg,
on 15th May.The new Spanish Minister to Japan is a
passenger on the steamer Ernest Simon from
Marseille for Yokohama.The N. G. I. steamer Letimbo left Singa-
pore on the 10th inst. for this port and is due
here on or about the 26th inst.The death rate last month was 34.3 for the
British and Foreign community, civil popula-
tion, and 25.9 for the Chinese.Two Orders in Council referring to Privy
Council practitioners and records of proceedings
are published in Saturday's Gazette.The Mutual steamer Ningchow, from Glasgow
and Liverpool, passed the Canal on the 19th
inst. and may be considered due at Singapore
on or about the 26th inst.It is stated by the London and China Express
that one at least of the cruises of the Par-
ticular Service Squadron, which the Admiralty
has decided to break up, will be ultimately sent to
the China Station.At the last meeting of the Blackburn
Chamber of Commerce it was reported they had
decided to send two experts on the mission to
China, and were awaiting the arrival in London
of a gentleman who, if he would accept the
post, would make an admirable head for the
mission.Mr. Deacon's defence was that the houses had
been owned by Choy Chan since 26th August
1886, when he purchased them for 312,400.
These so-called obstructions existed at that date,
and they had never been altered, added to, or
removed from that date down to the present.
Section 5 of the by-law No. 5 and the
ordinance No. 15 of 1894, which made these
obstructions illegal, were passed in 1886,
but did not come to effect until 1894, when
they were altered since the Ordinance and by-
law were passed. Mr. Deacon quoted Davy-
urst, Statute, on Statute, and the Law
Times Report, and was proceeding with further
authorities when the Magistrate said that he
had no proof. If no proof, that the obstructions
were not illegal, then the Ordinance or the
by-laws passed, as had been altered.Mr. Deacon then called evidence as to the
facts.Mr. R. K. Leigh said he visited the premises
recently and had made a plan of them, which
was put before the court. He described the nature
of the alleged obstructions.See Mr. Longford, who was re-appointed
as the Magistrate, who was formerly in
charge of the Hongkong branch of the
China and India-China.M. Simon, who was ill when
he arrived at Hongkong, left in April last to
return to his native country.Mr. A. V. C. Yerian was a passenger on the
steamer Kowloon, which had been
detained at the Naval Yard. When the
Queen's birthday was celebrated the flag of
the Navy was hoisted and so it was
hoisted there on that occasion."Critics" send the Foochow Echo the follow-
ing:—At a public meeting held last evening
a speaker, referring to what was going on in
the Foochow slum-ahng-houses, said: "I know
a positive fact that on one occasion a dead
animal was taken in to be slaughtered." The
speaker did not say whether the dead animal
was an ox or a cow, but the meeting seemed to
be in a bustle in the story somewhere and there
were roars of laughter in consequence.Mr. Deacon's defence was that he had
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property, and submitted it was clearly shown
that these houses could not come under
the operation of the by-laws in question. Inasmuch
as he had proved that the alleged obstructions
existed in 1886 when the property was pur-
chased, and had never been altered or added to
since that day, and that the Ordinance and by-
law not being retrospective in their operation
did not affect him, he did not object to the
obstruction.Dr. Clark submitted, in reply, that the by-
law did not affect a retrospective operation, and did
not affect the houses in question.His witness said he had made up his mind
on this point and dismissed the charge.From the Southern Daily Mail we learn that
Mr. E. H. Emmanuel of Saigon (formerly of
Hongkong), has just received a sum of £1,000
from the Bank of England, as a premium on
the value of his shares in the Ocean Steamship
Company, Limited. Dimensions: Length, 322 ft.; breadth, 49 ft.; depth,
31 ft.; of 5,200 tons gross, and a carrying
capacity of 7,200 tons. The vessel will supply
the steamship Kowloon, which has a
cylinder engine of 3,000 horse-power
indicated, the diameter of the cylinders
20 in., 36 in. and 32 in. The vessel
is to be built at the shipyards of
Messrs. Scott and Co. for the
China and India-China.Mr. C. V. Yerian was a merchant and
had resided in 26, Gage Street, since 1888. He
knew the erection over the yard at the back of
the house in 1888, and had resided there
ever since in the same state without
any alteration.Mr. Deacon then put in the title deeds of the
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country. Perssonen was by a neck in two minutes and forty-two seconds, which is a record time.

Teufel came in fourth. The other horses who ran were Hay Ronald, Knight of the Thistle, Giuliano, Bradwardine, Spur, Trouvain, and The Duke.

The betting at the start was 5 to 1 against Perssonen, 13 to 8 on St. Fruequin, 33 to 1 against Teufel, and 11 to 1 against Teufel.

The weather was absolutely sultry and the attendance enormous.

CRICKET.

London, 3rd June.

Australis has beaten Heron seven wickets.

ELECTION NEWS.

London, 3rd June.

Mr. Bulow, Liberal candidate, has been elected for Fruen by a majority of 200 votes over Lord Alexander Thynne, the Conservative candidate.

Mr. Hetherick, Radical candidate, has been elected for Wick Burghs, in place of Sir John Pender, defeating Mr. Smith the Unionist, by a majority of 211 votes.

THE NILE EXPEDITION.

London, 1st June.

Mr. Curzon, replying to Mr. Morley in the House of Commons, said there had been no negotiation with Germany regarding recent events in the Soudan. Communications, he said, had passed between the British Government and Italy, but they were solely of a military nature and therefore it was impossible to publish them.

London, 3rd June.

In the House of Commons, last night, Mr. Bulow announced that a telegram had just been received from the Government of India asking that no final decision be taken regarding the cost of the Indian contingent at Soudan until her Majesty's Government had heard the views of the Indian Government.

Mr. Balfour said that the discussion on Lord George Hamilton's resolution would therefore be postponed.

London, 5th June.

Mr. Labouchere moved that the House do adjourn for the purpose of demanding further explanations regarding the Nile expedition. Sir Wm. Harcourt supported the motion, and quoted from the Italian Green Book to show that the expedition was undertaken in the interest of Italy, and that the idea of any danger to the Egyptian frontier was purely an after-thought.

Mr. Curzon replied that the Italian despatches were only those placed upon the language of Lord Salisbury by the Italian Ambassador. The Government, he said, took certain steps for the security of Egypt, which had the advantage of assisting Italy.

Mr. Bulow defended the non-publication of correspondence with Lord Cromer, and concluded by declaring that certain negotiations were being carried on with the Italian Government, which had been shown by Italy in connection with the recent Green Book.

The motion was eventually rejected without a division.

THE REBELLION IN CRETE.

Constantinople, 2nd June.

The Porte appears to be resolved to quell the Cretan insurrection by force of arms.

Constantinople, 2nd June.

Thirty-five battalions of regular troops have been ordered to Crete. Many of the insurgents have retreated to the mountains and proclaimed the union of Crete with Greece.

The motion was eventually rejected without a division.

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VESSELS ON THE BERTH
CHINA NAVIGATION COMPANY, LIMITED.VESSELS ON THE BERTH
NORTHERN PACIFIC
STEAMSHIP AND RAILROAD COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON \$400.

Excellent accommodation. First class Table Doctor and Stewards served.

HONGKONG TO NEW YORK \$350.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK, one of the most beautiful parts of the United States.

Passenger to EUROPE may proceed by one of the first class ATLANTIC MAIL LINERS.

HONGKONG TO TACOMA \$225.

Rate of Passage to others on application.

Special rates allowed to members of Government Service.

FOR SHANGHAI.

"SZECHUEN."

Captain Derby, will be despatched as above TO-DAY, the 22nd inst., at 3 P.M. For Freight or Passage, apply to BUTTERFIELD & SWINE, Agents.

Hongkong, 24th June, 1896. [1449]

"GLEN LINE" OF STEAM PACKETS.

FOR LONDON VIA SUEZ CANAL.

THE Steamship

"GLEN GARRY."

Captain Ferguson, will be despatched as above TO-DAY, the 22nd inst., at 4 P.M. instead of previously advertised.

For Freight or Passage, apply to JARDINE, MATTHESON & CO., Agents.

Hongkong, 24th June, 1896. [1449]

"TIE LINE" OF STEAMERS.

FOR LONDON VIA SUEZ CANAL.

Subject to Alteration.

TACOMA ... 2,549 [Tuesday] June 23

VICTORIA ... 3,167 [Saturday] July 13

OLYMPIA ... 2,008 [Wednesday] July 28

SEATTLE ... 3,601 [Sunday] Aug. 16

TACOMA ... 2,549 [Thursday] Sept. 3

VICTORIA ... 3,167 [Monday] Sept. 21

THE Steamship

"TACOMA"

Captain T. A. Whistler, R.N., sailing at DAYLIGHT, TUESDAY, the 23rd June, instead of as previously notified, will proceed to VICTORIA, B.C., and TACOMA. Wash, via AMOY, FOOCHEUNG, SHANGHAI, MOJI, KOBE, and YOKOHAMA.

Through Bills of Lading issued to Japanese, Chinese, and to Canadian and United States Points.

Considerate treatment of Goods for United States Points, will be in quadruplicate, and one copy will be sent to the steamer to the care of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to DODWELL, CARLILL & CO., General Agents.

Hongkong, 24th June, 1896. [1449]

FOR SINGAPORE, PENANG, AND CALCUTTA.

THE Steamship

"LIGHTNING."

Captain J. G. Spence, will be despatched for the above ports TO-MORROW, the 23rd inst., at DAYLIGHT, instead of as previously advertised.

For Freight or Passage, apply to DODWELL, CARLILL & CO., General Agents.

Hongkong, 24th June, 1896. [1449]

ROYAL PACKET NAVIGATION COMPANY OF NETHERLANDS INDIA.

JAVA-CHINA-JAPAN LINE.

FOR YOKOHAMA, AND LONDON.

THE Steamship

"CASSIUS."

Captain Unruh, will be despatched for the above ports TO-MORROW, the 23rd inst., at 4 P.M.

For Freight or Passage, apply to LAUTS, WEGENER & CO., General Agents.

Hongkong, 24th June, 1896. [1450]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

NOTICE.

STEAM FOR SINGAPORE, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS.

London, Bremen, BORDEAUX, PORTS OF BRAZIL AND RIVER PLATE.

ON WEDNESDAY, the 24th June, the Company's Steamship "CALEDONIAN" Captain L. Blane, with Mails, Passengers, Specie, and Cargo, will leave this Port for MARSEILLES via BOMBAY.

This Steamer connects at COLOMBO with the Steamship "POLYNESIA", which will proceed to other Ports and Mails, leaving this port on the 6th July, direct to Suez, Port Said, and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M., Specie until 3 P.M. on the 23rd June.

Parcels are not to be sent on board, they must be left at the Agency's Office. Contracts and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 24th June, 1896. [1450]

STEAM TO NATAL AND CAPE PORTS.

BY THE NATAL DIRECT LINE

FROM CALCUTTA

(MESSRS. BULLARD, KING & CO'S LINE)

THE Undersigned having been appointed

GENERAL AGENTS IN CHINA AND JAPAN for the above Line are prepared to issue

THROUGH BILLS OF LADING FOR NATAL, EAST LONDON, PORT ELIZABETH, MOSEL BAY, CAPE TOWN, DELAGOA BAY, AND BEIRA.

Transhipment will be made at CALCUTTA.

Next sailing from CALCUTTA, S.S. "UMLAZI" on the 20th June, and thereafter every three weeks.

SPECIAL NOTICE.

From FOOCHEUNG AND HONGKONG

Direct to CAPE PORTS.

"CONGOLLA" will load middle of July.

"PIGGOLA" will load end of August.

For Freight and further Particulars,

Apply to DODWELL, CARLILL & CO., General Agents for China and Japan.

Hongkong, 15th May, 1896. [1450]

FOR NEW YORK.

THE 3/4 L.I.L. American Ship

"LUCILLE,"

Ballard, Master, will load here for the above port and will have quick despatch.

For Freight, apply to BUTTERFIELD & SWINE, Agents.

Hongkong, 2nd May, 1896. [1450]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"AGAMEMNON."

Captain Sleath, will be despatched as above on MONDAY, the 6th June, 1896.

For Freight or Passage, apply to BUTTERFIELD & SWINE, Agents.

Hongkong, 19th June, 1896. [1450]

VESSELS ON THE BERTH

NORTHERN PACIFIC

STEAMSHIP AND RAILROAD COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON \$400.

Excellent accommodation. First class Table Doctor and Stewards served.

HONGKONG TO NEW YORK \$350.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK, one of the most beautiful parts of the United States.

Passenger to EUROPE may proceed by one of the first class ATLANTIC MAIL LINERS.

HONGKONG TO TACOMA \$225.

Rate of Passage to others on application.

Special rates allowed to members of Government Service.

FOR SHANGHAI.

"SZECHUEN."

Captain Derby, will be despatched as above TO-DAY, the 22nd inst., at 3 P.M. For Freight or Passage, apply to BUTTERFIELD & SWINE, Agents.

Hongkong, 24th June, 1896. [1450]

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.

"NANCHANG."

Captain Finlayson, will be despatched as above TO-DAY, the 22nd inst.

For Freight or Passage, apply to BUTTERFIELD & SWINE, Agents.

Hongkong, 14th June, 1896. [1450]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

"SZECHUEN."

Captain Derby, will be despatched as above TO-DAY, the 22nd inst., at 3 P.M. For Freight or Passage, apply to BUTTERFIELD & SWINE, Agents.

Hongkong, 24th June, 1896. [1450]

"GLEN LINE" OF STEAM PACKETS.

FOR LONDON VIA SUEZ CANAL.

THE Steamship

"GLEN GARRY."

Captain Ferguson, will be despatched as above TO-DAY, the 22nd inst., at 4 P.M. instead of previously advertised.

For Freight or Passage, apply to JARDINE, MATTHESON & CO., Agents.

Hongkong, 24th June, 1896. [1450]

"TIE LINE" OF STEAMERS.

FOR LONDON VIA SUEZ CANAL.

Subject to Alteration.

TACOMA ... 2,549 [Tuesday] June 23

VICTORIA ... 3,167 [Saturday] July 13

OLYMPIA ... 2,008 [Wednesday] July 28

SEATTLE ... 3,601 [Sunday] Aug. 16

TACOMA ... 2,549 [Thursday] Sept. 3

VICTORIA ... 3,167 [Monday] Sept. 21

THE Steamship

"TACOMA"

Captain T. A. Whistler, R.N., sailing at DAYLIGHT, TUESDAY, the 23rd June, instead of as previously notified, will proceed to VICTORIA, B.C., and TACOMA. Wash, via AMOY, FOOCHEUNG, SHANGHAI, MOJI, KOBE, and YOKOHAMA.

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Hongkong, 24th June, 1896. [1450]